



FROM	NAME & TITLE	ERIC W. TISO, SITE PLAN REVIEW COMMITTEE CHAIR
	AGENCY NAME & ADDRESS	LAND USE AND URBAN DESIGN DIVISION DEPARTMENT OF PLANNING 417 EAST FAYETTE STREET, 8 <sup>TH</sup> FLOOR
	SUBJECT	SITE PLAN REVIEW COMMITTEE MINUTES FOR JULY 14, 2010

CITY of  
BALTIMORE  
**MEMO**



TO

DATE: July 23, 2010

Mr. Stanford Leach, Parking Authority  
Mr. Kirkland Gabriel, DOT TEC  
Ms. Valorie LaCour, DOT Planning  
Mr. John Thumbi, DOT Traffic  
Mr. Bill Beatty, Department of General Services  
Dr. Nollie P. Wood Jr., Mayor's Office  
Ms. Miriam Agrama, DHCD Plans Examining  
Mr. Geoff Veale, Zoning Administrator  
Mr. David Tanner, BMZA

In attendance were:

- Eric Tiso, Wolde Ararsa, Gary Letteron, Anthony Cataldo, Bob Quilter, Ervin McDaniel and Melvin Hicks for the Department of Planning;
- Mariam Agrama and Milan Rai for HCD Plans Examining;
- Kirkland Gabriel, John Thumbi and Scott Adams for the Department of Transportation;
- Etta Crafton for the Parking Authority; and
- James Carroll for the Department of Public Works.

## **Agenda**

1. **State Center PUD Parcels G & I2**
2. **6500 Eastern Avenue – McDonald's – Anchor Square PUD (Revised Plans)**
3. **700 South Ann Street – Merchant's Point Townhouse Development (Revised Plans)**
4. **509 South Washington Street – Parking Lot (Revised Plan)**

## **State Center PUD Parcels G & I2**

**Zoning:** B-2-4 (PUD)

Plans Date: 9 July 2010

**Block/Lot:** Parcel G: 0459/003, Parcel I2: 0478/002

**Urban Renewal:** None

**Environmental:** None

**Historic:** None

**Total Site Area:** Parcel G: ±3.58 Acres, Parcel I2: ±1.22 Acres

**Gross Square Footage:** TBD

In addition to Committee Members and Planning staff, in attendance was:

- Mark Shapiro, Mithūn;
- Ken Boyd, Mithūn;
- Ferris Butler, Ekistics;
- Caroline Moore, Ekistics;
- Veronica Barber, RK&K;
- John d'Epagnier, RK&K;
- Matt Pamko, Design Collective;
- Mike Goodwin, Design Collective;
- Jim Peiffer, MDOT; and
- Dan McDevitt, TCCO.

### **Project Summary:**

**Parcel G:** Development on this site will involve three buildings, a 15-story office building for the State of Maryland (±446,250 sqft) with one story of street-level retail (±48,600 sqft), a five-story residential building with about 124 units, and a retail podium building with future office (±131,250 sqft) and residential uses on upper floors. Beneath all three is a shared parking garage with 3 ½ levels below-grade.

**Parcel I2:** The proposed six-story office building (±136,250 sqft) will include street-level retail (±16,500 sqft).

### **Comments & Issues:**

- Environmental/Landscaping:
  - Contact Gary Letteron in the Office of Sustainability for guidance on landscaping. He had specific concerns for the design of the Parcel I2 courtyard.
- Parking/Traffic:
  - In the retail podium building on Parcel G, the grocery tenant will front on North Eutaw Street, with loading into the docks from Madison Street.
  - The Parcel G office building will have a lobby on the North MLK Blvd frontage.
  - The future phase residential building in Parcel G over the retail podium building will be over the grocery tenant, on the Madison Avenue side of the building.
  - The committee asked if the future pooch-in for street-side parking in front of the State office building could be made larger. The existing bus stop is shown to be retained and moved closer to the street to follow the new curblin, but there was discussion that it may be relocated entirely. If the bus stop is to be relocated elsewhere, please show the larger pooch-in, or if unsure add a note that the change is possible and keep the current configuration.
  - Operational details of the “woonerf” and mews should be thought through. The concept includes portions of the grocery operation spilling out into the public space with coffee shop, flower shop, and deli uses including outdoor café seating

and gathering space. Considering the amount of retail space proposed at the street level facing the street edges, commercial activity in this woonerf may not be successful. Consider cast shadows and how that may affect pedestrian use. In general, there was concern about security and viability of these spaces.

Additionally, staff feels that this new network created internal to the block presents a broader urban design question, more so than a technical one. As such, it is recommended that the woonerf and mews be presented to the Urban Design and Architectural Review Panel (UDARP) for their consideration as part of Parcel G's review process.

- Add lane markings in adjacent streets with direction of travel arrows by both parcels.
- Show turning movements into and out of the garage entrances on both parcels. The committee was concerned about the narrow lanes on Madison Avenue garage entry. They were specifically concerned whether cars can easily make the turns in and out, especially right turns in or out.
- Please show truck movements into and out of the loading docks, due to similar concerns for the narrowness of Madison Avenue, especially since the dock is only 72' deep. It may be necessary to soften the radius of the curb to make the turn easier.
- Consider flanking the garage/loading dock openings with a planter, or other feature or measure that will encourage pedestrians to stay away from the building face. This will allow drivers and pedestrians to better see each other and avoid conflict.
- Due to the width of the 52' curb cuts, the committee wanted a pedestrian refuge between the garage ramps and the loading dock. Industrial curb cuts normally do not exceed 45' in width. Explore options.
- In the garage, standard parking spaces are required to be 180 sqft in size (BCZC §10-305). Either 9' by 20' or 10' by 18' dimensions are acceptable. The amount of standard parking spaces provided exceeds the minimum number required by the Zoning Code for the use mix proposed. The compact parking spaces provided to meet State requirements are not recognized by the City, as the City has not adopted a compact parking space standard.
- The Madison Avenue access ramp to the garage's Level P1 is sloped at 15.2%. Per 2006 IBC §1010.2, the slope may not exceed 12.5%. Please alter the ramp design to meet this maximum grade limitation. This may result in the loss of parking spaces.
- At the base of the Madison Avenue ramp on Level P1, there is what may be a parking space immediately adjacent to the control gate (unclear from the drawing) which causes a conflict. Upon redesign, ensure that there are no spaces immediately beside the control gate. They should be hatched out, since there is not enough room to maneuver in or out due to the proximity of the gate island.
- For each dead-end aisle in the garage, ensure that there is an adequate turn-around area for vehicles that cannot park in the area when it is full (*cf.* Level P1 in the upper area, Level P2 on either side of the curved ramp). This is most easily provided by hatching out one space and marking it with "no parking, turn-around area only" or similar signage.

- In the northeast corner of Level P2 by the corner marked “Fire,” ensure that the corner parking spaces are not interlocked.
- Accessibility:
  - When buildings are in design, consider accessibility and visitability factors.
  - Elevators in the garage servicing the grocery tenant will be oversized.
  - In the garage, handicapped accessible parking spaces are located adjacent to, or immediately near the appropriate elevator lobbies, and the amount provided exceeds the minimum required.
- Plans Review:
  - For Plans/Permits review, they will need to see the occupant loading. It is helpful to have more detail on where building exits are located, distances between building faces, sheer wall details, and details on fire separation, where available. The committee understands the building is not yet fully planned, but wanted to offer these comments for when they are ready.
  - A life safety plan and fire code analysis will be required for each floor. Show or note Fire/EMS access.

#### Next Steps:

- Submit two complete paper sets of revised plans and one set in .pdf format for final approval and stamp.
- Approval extends to Parcel I2 and at-grade access and below grade portions ONLY of Parcel G. Above-grade development of Parcel G will have to return to SPRC, pending UDARP schematic plan approval. Consult with Bob Quilter and Natasha Becker to coordinate UDARP reviews.

#### NOTE:

- **Approvals of site plans are contingent upon the applicant fulfilling all the site plan requirements, Subdivision Rules and Regulations, Zoning Code requirements, Forest Conservation requirements, Critical Area and related environmental controls, Traffic Impact Study requirements, and addressing all comments provided by the Site Plan Review Committee during and after the plan review process.**
- **All approved final site plans must be stamped.**

## **6500 Eastern Avenue – McDonald’s – Anchor Square PUD (Revised Plans)**

**Zoning:** M-2-1 (PUD)

Plans Date: June 2010

**Block/Lot:** 6345-D/001

**Urban Renewal:** None

**Environmental:** Stormwater Management

**Historic:** None

**Total Site Area:** ±7.9975 Acres

**Gross Square Footage:** ±4,150 sqft McDonald’s restaurant

In addition to Committee Members and Planning staff, in attendance was:

- Valek Zarski, BLDG.

### **Project Summary:**

This is a revised concept for the proposed McDonald’s restaurant in the Anchor Square PUD. The original design could not be built due to a condominium ownership line through a portion of the earlier design’s footprint. In this design, the restaurant design is the same, but it is rotated 90° and the parking field is adjusted accordingly.

### **Comments & Issues:**

- Environmental/Landscaping:
  - The decorative wall (brick with wrought-iron type fencing) will be extended along the Eastern Avenue frontage.
- Parking/Traffic:
  - Access to the dumpsters is still acceptable, with 40’ of maneuvering room. The committee cautions the developer to consider employee safety. The proposed personnel access to the dumpster enclosure is between the retaining wall along Kane Street and the walls of the dumpster enclosure, which could invite someone hiding in this location. Consider extending the walls of the dumpster enclosure to the retaining wall, with a secure gate/door to the outside. With the path behind the dumpster enclosed, it may be safer.
  - Add a stop bar by the main drive aisle for traffic exiting the McDonald’s site.
  - Relocate the stop bar on the east side of the McDonald’s to the south of the crosswalk.
- Accessibility:
  - Sidewalk connections are provided for ADA access through the outparcel site to the sidewalk along Eastern Avenue and the bus stop.
  - In some locations, ramps are not required, only a depression in the raised curbline. Use an appropriate symbol to mark this condition, or otherwise note where this occurs. Otherwise, it appears as a missed detail.
  - Two handicapped accessible parking spaces are provided.

**Next Steps:**

- Submit two complete paper sets of revised plans and one set in .pdf format for final approval and stamp.
- Schedule for a revised Final Design Approval by the Planning Commission.

**NOTE:**

- **Approvals of site plans are contingent upon the applicant fulfilling all the site plan requirements, Subdivision Rules and Regulations, Zoning Code requirements, Forest Conservation requirements, Critical Area and related environmental controls, Traffic Impact Study requirements, and addressing all comments provided by the Site Plan Review Committee during and after the plan review process.**
- **All approved final site plans must be stamped.**

## **700 South Ann Street – Merchant’s Point Townhouse Development (Revised Plans)**

**Zoning:** B-2-2

Plans Date: 2 July 2010

**Block:** 1846 **Lot:** 13/19

**Urban Renewal:** None

**Environmental:** Chesapeake Bay Critical Area, Floodplain.

**Historic:** Fells Point Local Historic District, Local Landmark

**Total Site Area:** ±58,090 sqft

**Gross Square Footage:**

- **Townhomes:** ±45,000 sqft
- **Church Building:** ±12,928 sqft
- **School Building:** ±15,036 sqft

In addition to Committee Members and Planning staff, in attendance was:

- Bob Rosenfelt, CMR;
- Carla Ryon, CMR;
- Michael Burton, Urban Design Group.
- Janelle Bodenburt, Urban Design Group; and
- Rehanna Tallin, Union Box Company;

### **Project Summary:**

This is the site of the former St. Stanislaus Catholic Church and School. The school and former church building will be retained. The school building will continue to be used as a school. The future use of the former church building is not yet determined. This project proposes to build ten new townhomes along Aliceanna Street and eight along South Register Street, between the remaining buildings in their respective blockfaces. The townhomes are proposed to be approximately 16’ by 55’, four stories in height, with upper floors stepped back.

### **Comments & Issues:**

- **Environmental/Landscaping:**
  - This site is located entirely within the Chesapeake Bay Critical Area (CBCA) and must meet applicable requirements. Coordinate Critical Area and landscape plans with Gary Letteron, in the Office of Sustainability, 410-396-4369.
  - A portion of the site is also located within the new boundaries of the floodplain. Contact Ken Hranicky for guidance, 410-396-9508.
- **Parking/Traffic:**
  - Trash pick-up could be done on either the street frontage, or in the rear through the parking lot. Coordinate this detail with DPW.
  - Please add a note acknowledging that a Residential Parking Permit (RPP) area is in effect in this vicinity. The project cannot rely on off-site parking in the neighborhood.
  - Adjust removable bollards slightly to provide a 5’ minimum backing area for cars backing out of the last parking space.
  - Hatch one parking space for a turn-around area.

- Provide five bike racks throughout the site, to the extent practical.
- Accessibility:
  - To the extent possible, see if any of the homes can be made either fully accessible or at least visitable. The committee understands this may be a challenge in the floodplain.
  - The proposed school use will be fully accessible.
- Zoning Analysis/Board of Municipal and Zoning Appeals (BMZA):
  - A variety of variances will be required for this project. Coordinate BMZA actions with Martin French in Planning at 410-396-1354.

**Next Steps:**

- Submit two complete paper sets of revised plans and one set in .pdf format for final approval and stamp.

**NOTE:**

- **Approvals of site plans are contingent upon the applicant fulfilling all the site plan requirements, Subdivision Rules and Regulations, Zoning Code requirements, Forest Conservation requirements, Critical Area and related environmental controls, Traffic Impact Study requirements, and addressing all comments provided by the Site Plan Review Committee during and after the plan review process.**
- **All approved final site plans must be stamped.**



## **509 South Washington Street – Parking Lot (Revised Plan)**

**Zoning:** R-8

Plans Date: 9 July 2010

**Block/Lot:** 1783/040-043

**Urban Renewal:** None

**Environmental:** Chesapeake Bay Critical Area; Stormwater Management

**Historic:** Fells Point CHAP District

**Total Site Area:** Not Listed

**Gross Square Footage:** N/A

In addition to Committee Members and Planning staff, in attendance was:

- Julie Tice, Green & Tice; and
- Vic Cheswick, owner.

### **Project Summary:**

This project proposed to establish a principal-use parking lot to support several buildings in the immediate area under common ownership by Mr. Cheswick. Specifically, a recent BMZA appeal for 2001 Eastern Avenue requires additional parking that will be provided by this proposed parking lot. City Council Bill #10-0448 has been introduced, and is in review phase, to authorize these parcels to be used as a parking lot.

### **Comments & Issues:**

- Environmental/Landscaping:
  - This site exceeds 5,000 sqft and so will require stormwater management (SWM) review. The committee recommends an initial contact meeting with SWM staff in the Department of Public Works. Since this review process has started, the SWM regulations have been revised, and now require more stringent design elements to more naturally treat water on-site in an environmentally sensitive manner. One potential solution may be to move the proposed trees to the lower elevation end of the property to catch runoff.
- Parking/Traffic:
  - Parking spaces are shown at 10' by 18' which is acceptable.
  - The drive aisle is shown at 25'10" which is more than sufficient (only 20' need be provided).
  - Consider providing a bike rack for alternate modes of transportation.
  - Add a painted stop bar exiting the parking lot to emphasize safety.
- Accessibility:
  - Of the proposed 26 parking spaces, two are proposed to be handicapped van accessible parking spaces. Ensure that the pedestrian opening is at least five feet in width.
  - The driveway crossing the sidewalk should be provided as an apron versus a curb radius. Otherwise, ADA ramps will need to be provided to cross the driveway.
- Historic:
  - This site is located within a local historic district. CHAP approval of the brick wall along the South Washington Street frontage will be required.

- Plan Adjustments/Missing Site Plan Elements:
  - Please add the general notes section as required. See section 9 of the SPRC Guidelines (July 2010) for specifics.

**Next Steps:**

- Submit two complete paper sets of revised plans and one set in .pdf format for final approval and stamp.

**NOTE:**

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- **All approved final site plans must be stamped.**